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EDITORIAL

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WELCOME! MR. FRESHMAN ENGINEER

The people of Ohio have established a great educational institution in Columbus.

This great school, The Ohio State University, is comparatively young but so rapidly has it grown that it is now one of the country's largest universities. The enrollment of fifteen thousand, the spacious campus, the beautiful buildings, and well-equipped laboratories attest Ohio State's physical greatness.

But physical magnitude alone does not make a university great in the better sense of that word. A university's greatness consists not in the abundance of material things, but in the spirit of service and scholarship which is to be found on the campus. The real university lives in the ideals of its faculty and students, in the wholesome traditions which spring up as the years go by, and in the lives of those who go forth from the university to engage in the work of the world. In all these things, Ohio State is truly great and it is to this inner university that I welcome you, Mr. Freshman Engineer.

You will find a spirit of helpfulness in the Engineering Faculty and a willingness to share with you the better things of college life. May you get more than professional training and may you add your bit to that really great Ohio State which cannot be designated by statistics and computed in dollars and cents.

—Junior Dean W. D. Turnbull

The staffs of *The Ohio State Engineer* wish to add their welcome to that of Junior Dean W. D. Turnbull and wish the class of '34 every success during their college career.

VOLUME ONE, NUMBER ONE

The new publication *Civil Engineering*, of the American Society of Civil Engineers, is more



Junior Dean W. D. Turnbull

than just another engineering magazine; it represents a forward step toward a very definite goal—that of enlarging the professional service of the society to civil engineers as a group. Its purpose is to present to the profession matters of importance concerning the advances in the field of civil engineering. In other words, it does not attempt to bring merely news but rather to interpret basic principles upon which progress in the profession is to be made. Someone has well characterized the ideal of this literary service in the phrase "Not so much what as why."

We have found the first number to be all that the publishers claim and feel certain that this periodical will fill a great need in the realm of technical periodicals relating to civil engineering—that of a readable journal.

DOWN TO EARTH

The following letter from Professor John Younger of the department of industrial engineering may seem rather harsh to some of our air-minded brethren yet to those who know the "Chief," it is sound information and given by one who knows.

Editor,
The Ohio State Engineer,
Columbus, Ohio.

Dear Sir:

I would like to drop a word or two of caution to our budding aeronautic engineers.

It may be said that I am possibly slightly biased, but the fact is that I have been a student of aviation matters since I built my first and only airplane engine in 1915. I have since then taken a keen interest in the subject.

First of all, aeronautics is the most blatantly over-advertised product in the country. To read the advertisements and special columns one would think that the production of aircraft has assumed great proportions. It will come as a surprise to most readers to learn that the total production of aircraft for the year 1930 will not exceed 3,000, and, further, that there are only some 300 airplanes in the state of Ohio. Nor is there possibility of quick and sudden growth—its progress will be slow.

The future of aircraft seems to lie most probably along the lines of furnishing transport for large companies. In other words, the Ford type of plane with accommodations for 20 or so passengers is most likely to survive. The other type will proceed more slowly with a likelihood of very few companies being engaged in the business. In fact it looks as if a maximum of ten companies will do all the airplane manufacturing business of the future, just as in the automobile business there will be only some fifteen companies making cars.

This elimination will mean that there can be but a limited number of designers and engineers and production men employed by the industry. The field is very much overcrowded, so it is necessary to use caution in entering it.

I do not want to discourage the young man who feels an instinctive urge to design or manufacture aircraft; in fact I want to encourage him, but I do want to discourage those who think that a big market awaits them.

I think that even the ranks of pilots are terribly overcrowded with much competition.

The outlook for a bright future lies in the time some way distant when our young people, educated to the value and understanding of the airplane, will be in a position of purchasing power that will enable them to gratify their flying ambitions. At present those who want to fly have no money and those who have the money don't want to fly.

I would like to add finally that the education given in our mechanical engineering courses in aeronautics is without doubt the best in the country, as it gives a fundamental grounding in the study of mechanical engineering.

Yours very truly,

JOHN YOUNGER